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SOURCE Newspapers as indicated.

RAILROAD SYSTEM OPERATIONS IMPROVE

SPEED WORKING CAPITAL TURNOVER -- Leningradskaya Pravda, No 187, 10 Aug 49

As of 5 August, USSR railroad systems and transport industrial enterprises had released 101.5 million rubles of working capital. The systems of the Central Railroad Okrug had accelerated the turnover of working capital by 2.8 days and deposited 11.9 million rubles in the state bank. The Far Eastern Okrug accelerated working capital turnover by 2.6 days and deposited 8 million rubles of freed working capital. The industrial enterprises deposited in the state bank 35 million rubles of released working capital.

LATVIAN RAILROAD TOPS JULY PLAN -- Sovetskaya Latvija, No 191, 14 Aug 49

The July 1949 plan for railroad transport was completed as follows by:

Latvian Railroad System

Percent

Loading	
Including:	115
Timber	
Building materials	126
Firewood	151
Peat	111
Unloading	124
Car turnaround	109
Locomotive repair:	95
Overhauling	
Washing	137
Freight car repair:	111
Capital	
Medium	108
	107

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<u>Main Administration of Automobile Transport, Council of Ministers Latvian SSR</u>	<u>Percent</u>
Freight hauling	123
Passenger traffic	204
Ton-kilometers	130
Passenger-kilometers	172

<u>Administration for Utilization of Small Rivers for Transport, Council of Ministers Latvian SSR</u>	
Freight hauled	121
Ton-kilometers	116

STALIN SYSTEM REPORTS ABOVE-PLAN SHIPMENTS -- Gudok, No 105, 2 Sep 49

During August the Stalin Railroad System dispatched 2,883 cars of grain above the plan. The Dnepropetrovsk section dispatched 1,165 cars above the plan, and the stations of Zacheplivka, Surskoye, Pis'mennaya, Novomoskovsk, Diyevka, Pereshchepino, and Yelizarovo, as well as others, completed the August plan for dispatching grain ahead of schedule.

SVERDLOVSK SYSTEM REACHES 1950 GOAL -- Stalinskoye Znanya, No 149, 31 Jul 49

The average daily loading on the Sverdlovsk Railroad System has reached the level planned for 1950. The system realized 51 million rubles in above-plan profits this year by decreasing transport costs. In the first 5 months, the system handled thousands of above-norm-weight trains and saved more than 1,200 tons of coal.

TOMSK SYSTEM TOOK GOALS -- Sovetskaya Sibir', No 150, 31 Jul 49

The Tomsk Railroad System exceeded the 7-month loading plan, including loading of such products as coal, coke, and grain. All divisions of the system met this plan with the exception of the Barnaul and Belovo divisions. Locomotive and railroad car workers exceeded the plan for all types of rolling stock repair. One third of all locomotive engineers on the system have achieved average daily runs of 500 kilometers.

The creation of road and section political divisions throughout the system has resulted in improvements in a short time. It is now necessary to put every sector of the system under Party control.

Sovetskaya Sibir', No 143, 22 Jul 49

The Irkutsk division of the Tomsk Railroad System in June exceeded the rate of loading planned for 1950 by 43.7 percent and accelerated railroad car turnaround time by 3.6 hours. In 6 months, the division realized more than 2 million rubles in accumulations above plan and released one million rubles of working capital.

FAR EASTERN SYSTEM OPERATES SUCCESSFULLY -- Tikhookeanskaya Zvezda, No 177, 29 Jul 49

This year, the Far Eastern Railroad System has pledged to accelerate railroad car turnaround time by 3 percent and to release 1,600,000 rubles of working

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capital for the state. Khabarovsk II Station has played an important role in speeding car turnaround time. Layover of cars was decreased and considerable success was achieved in dispatching trains on schedule. In 6 months, the station gave the state 1,500,000 rubles in profits.

The reduction in the layover of cars at the distributing stations of Bikin, Vyazemskaya, Mira, and Arkhara was also of great significance to the system.

Locomotive engineers of the In Depot in 7 months hauled several hundred above-norm-weight trains and large quantities of freight above plan. Engineers of the Obluch'ye, Khabarovsk II, and Bikin depots had considerable success in hauling above-norm-weight trains at high speed.

The system as a whole speeded car turnaround time by 4.1 hours, making it possible for the consignees, who received the freight ahead of schedule, to release more than 25 million rubles to the state.

An inspection of storage facilities was made and suggestions for more efficient storage and sale of surplus goods were given to all railroad enterprises. The system's locomotive service pledged to release 300,000 rubles to the state by decreasing supplies, and after each depot had made its own inspection, 375,000 rubles were released. The railroad car service still has more than 500,000 rubles' worth of unnecessary supplies and spare parts in its warehouses. Although Finkel', chief engineer of the service, has stated that these supplies are needed for the conversion to continuous methods of operation, he has been responsible for delaying this conversion. Tremendous above-quota reserves remain in fuel warehouses of the system and in the timber division.

Tikhookeanskaya Zvezda, No 179, 31 Jul 49

The Far Eastern Railroad System completed the 7-month plan ahead of schedule for loading and unloading, carried many thousand tons of freight above plan, and decreased transport costs 6.9 percent below the norm. The system saved several million rubles during the first 6 months of 1949. Locomotive engineers hauled several thousand above-norm-weight trains during the first 6 months and saved 15,666 tons of fuel.

The 7-month plan for all types of repair has been exceeded. Car workers completed capital, medium, and annual repairs on more than 500 cars above the plan.

Tikhookeanskaya Zvezda, No 177, 29 Jul 49

The passenger car depot of the Khabarovsk section fulfilled the 6-month plan for medium repair of passenger cars 137.5 percent and for annual repair, 116.2 percent. It saved 180,000 rubles of state funds. The depot completed the July plan for medium and annual repairs ahead of schedule. The locomotive depot of Khabarovsk II station has already completed by 8-month plan.

The Vyazemskaya Depot completed the July plan for locomotive overhaul ahead of schedule, and in 6 months realized 367,000 rubles in profits.

Tikhookeanskaya Zvezda, No 179, 31 Jul 49

The Obluch'ye Railroad Car Repair Depot has improved its operations by using hydropneumatic and electric jacks, pneumatic drills, riveting hammers, etc.,

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and has fulfilled the 6-month plan for capital repair 121 percent and for medium repair, 106 percent. In this period the depot saved 362,000 rubles. This year, the enterprise is saving 285,000 rubles on the medium repair and 1,066 rubles on the capital repair on each car. -- A. Nikitin, chief of the depot

REPORTS ON TRACK MAINTENANCE -- Gudok, No 109, 11 Sep 49

The Moscow Inner Belt Line has removed all defects in its track which might restrict train weight and speed. The track of the line is completely reinforced against creeping. In each panel of track three pairs of anticroepers have been applied instead of two, and 13 pairs of tie spreaders /short pieces of tie placed between the ties outside of and 20 centimeters from the rail to transmit creeping tendencies to the ballast/ instead of the usual ten. This has enabled the railroad to exclude completely the taking up of rail creeping for the past 4 years. In the past 5 years 50,000 rail joints have been rebuilt, and in more than 50 percent of the cases the worn end rails have been electrically welded. Gauge rods have been installed on 45 percent of the line's curves, and 90 percent of the small-radius curves have been reinforced. In the stations of the line, 65 percent of the tracks have been reinforced against creeping.

The track of the Belgorod division of the Southern Railroad System is in excellent condition, containing no place which limits train weight or speed.

On the Moscow division of the Moscow-Donbass System, there are no defective rails or broken fastenings.

Gudok, No 111, 16 Sep 49

The Zimnaya division of the L'vov Railroad System has received a point rating of 3.5. In the past 4 years there has been no case of track failure, and for over a year there have been no serious delays. The division has completed the 5-year program for repair of structures and the year plans for track repair and reinforcement of curves, as well as for ballasting of switches.

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